

Weekly Market News

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Check out our latest article: What is driving bunker prices higher & how quickly can they fall?

READ
REPORT



BMT delivers B100 biofuel in German port

German bunker supplier BMT delivered a **B100 biofuel** stem in Cuxhaven. The company supplied 1,200 mt of biofuel made up of 100% used cooking oil methyl ester (UCOME) to the dredger vessel Kaishuu last week, Leonard Haskamp from BMT told ENGINE. The biofuel was delivered by Glüsing Transport's bunker barge Finja. BMT is working to be able to offer blends of biofuels and conventional marine fuels, including HSFO, VLSFO and MGO. Lead times of three weeks are generally recommended for biofuel deliveries. The company plans to use its fleet of bunker barges to supply biofuel in additional German ports. It is also looking into other feedstocks for biofuel blending.

Peninsula gets LNG bunkering license in Gibraltar

Global bunker supplier Peninsula has received an **LNG bunkering license** from the Government of Gibraltar and the Gibraltar Port Authority. Peninsula already supplies conventional marine fuels in Gibraltar, as well as in other global bunker locations. It will now deliver LNG in the Strait of Gibraltar and other Mediterranean locations from its 12,500 cbm-capacity LNG bunker barge Levante LNG. "This license allows us to meet lower-carbon product demand across the Western Mediterranean," said Peninsula's head of alternative fuels and sustainability Nacho de Miguel. "As the gateway to the Mediterranean, the Port of Gibraltar will be an integral piece of the decarbonization puzzle," Miguel added.

Algoa Bay bunkering crisis nears resolution – sources

Talks between bunker suppliers and South African authorities to resolve the **Algoa Bay bunkering crisis** have reached an advanced stage, a port agent told ENGINE. A final outcome to resolve the crisis may be reached by late next week, the port agent claimed. However, another source said that it is difficult to confirm when the bunkering will resume in Algoa Bay. Offshore bunkering has been suspended in Algoa Bay since last month, when the South African Revenue Services (SARS) detained bunker barges over import duty disputes. SARS has been conducting investigations into bunker compliance, and the bunker vessel detentions are part of the ongoing investigation, it said in a statement last month.

Antwerp-Bruges and Rotterdam to mandate MFM use

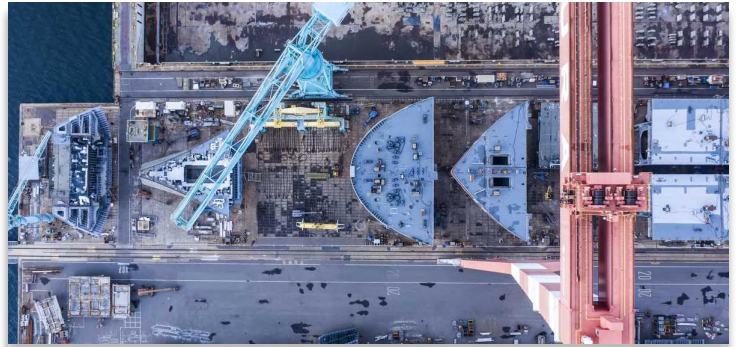
The port authorities of Antwerp-Bruges and Rotterdam have announced that it will be mandatory for bunker vessels to use a certified **Mass Flow Meter (MFM)** system that measures the exact amount of fuel they deliver to seagoing vessels from 1 January 2026. The new measure will be implemented to increase the transparency, efficiency and reliability of bunker operations in Antwerp, Zeebrugge and Rotterdam.

According to the Port of Rotterdam Authority, independent research has shown that there are frequent quantity-related issues in the bunker market. MFMs can address such issues and improve the overall quality of bunker operations, it said. Out of the total 170 bunker vessels in Rotterdam, Antwerp and Zeebrugge, only 40 vessels are currently equipped with MFMs. The implementation of this new measure is expected to have a significant effect on the bunker market, and companies involved in the bunker chain will be given time to adjust to the new requirements.



EU shipping must use 100% green fuels by 2050 – T&E

Newly elected Members of the European Parliament must align decarbonisation trajectories in the FuelEU Maritime regulation with the EU's net zero goals “by setting a target of **100% green fuels** by 2050 at the latest,” says a Transport & Environment (T&E) report. T&E encourages EU regulators to target a 90% reduction in net greenhouse gas emissions by 2040 compared to 1990 levels. This target should include a clear roadmap and an end date for a fossil fuel phase-out.



Low shipyard capacity could stymie engine retrofits - LR

Lack of repair yards with experience in handling alternative fuels could **hold back conversions** of existing vessels to use these fuels, a new report by classification society Lloyd's Register warns. The report forecasts that by 2030, 9,000-12,900 large merchant vessels could consider retrofitting their engines to be able to burn fuels like methanol and ammonia. The report identified only 15 yards that can handle alternatively-fuelled engine retrofits.

Average fuel oil stocks in October

11.45m bbls

Average fuel oil stocks in September

9.95m bbls

Fujairah's fuel oil stocks grow 15% in October

Fujairah's fuel oil stocks have averaged **15% larger** so far in October than across September, Fujairah Oil Industry Zone (FOIZ) and S&P Global data shows. The stocks have risen to their highest level since May 2023. According to cargo tracker Vortexa, Fujairah has imported 242,000 b/d of fuel oil so far this month, down from 318,000 b/d in September. Around 36% of the port's total imports this month have arrived from Iran, followed by Iraq (29%) and Russia (14%). The Middle Eastern bunker hub's fuel oil exports have slumped by 117,000 b/d to 241,000 b/d. The majority of fuel oil exports have departed for China (23%), followed by Singapore (22%) and the US (9%).

Good bunker demand has kept prompt availability of all fuel grades under pressure in Fujairah, with most suppliers recommending unchanged lead times of 5-7 days. Some can still supply the grades on prompt delivery dates, but these deliveries depend on stem sizes, a source says.

Weekly Brent developments

Front-month Brent is on track for a **2% rise** on the week as concerns about tight global supply were only partly offset by a weaker forecast for global oil demand growth.

Upward pressure:

Brent futures were supported this week by ongoing clashes between Israel and the Palestinian militant group Hamas. The Israel-Hamas war has sparked fears of escalating geopolitical tensions in the Middle East and disrupted oil supplies in the region.

The US Energy Information Administration (EIA) has forecast global oil supply to remain tight this year and in the first quarter of 2024. The EIA has forecast global oil stocks to fall by 200,000 b/d toward the end of the year as a result of OPEC+'s pledge to continue supply cuts.

Downward pressure:

The International Energy Agency has forecast global oil demand growth to come down to 900,000 b/d in 2024, around 100,000 b/d lower than its previous estimate.

Concerns about the Israeli conflict spreading to other Middle Eastern countries eased to some extent after Iran's supreme leader Ali Khamenei denied any Iranian involvement in the attacks.

“Reports that the Iranian government was surprised by the Hamas attack may also ease concern that the US will enforce sanctions against Iran more aggressively,” ING's analysts said.

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